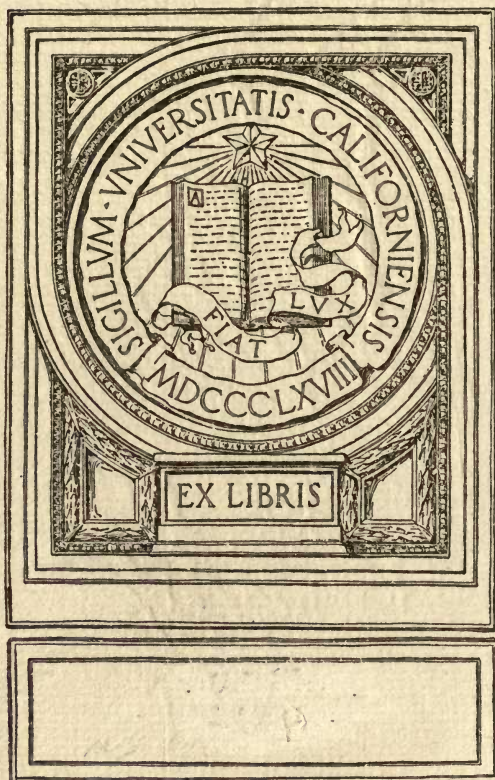
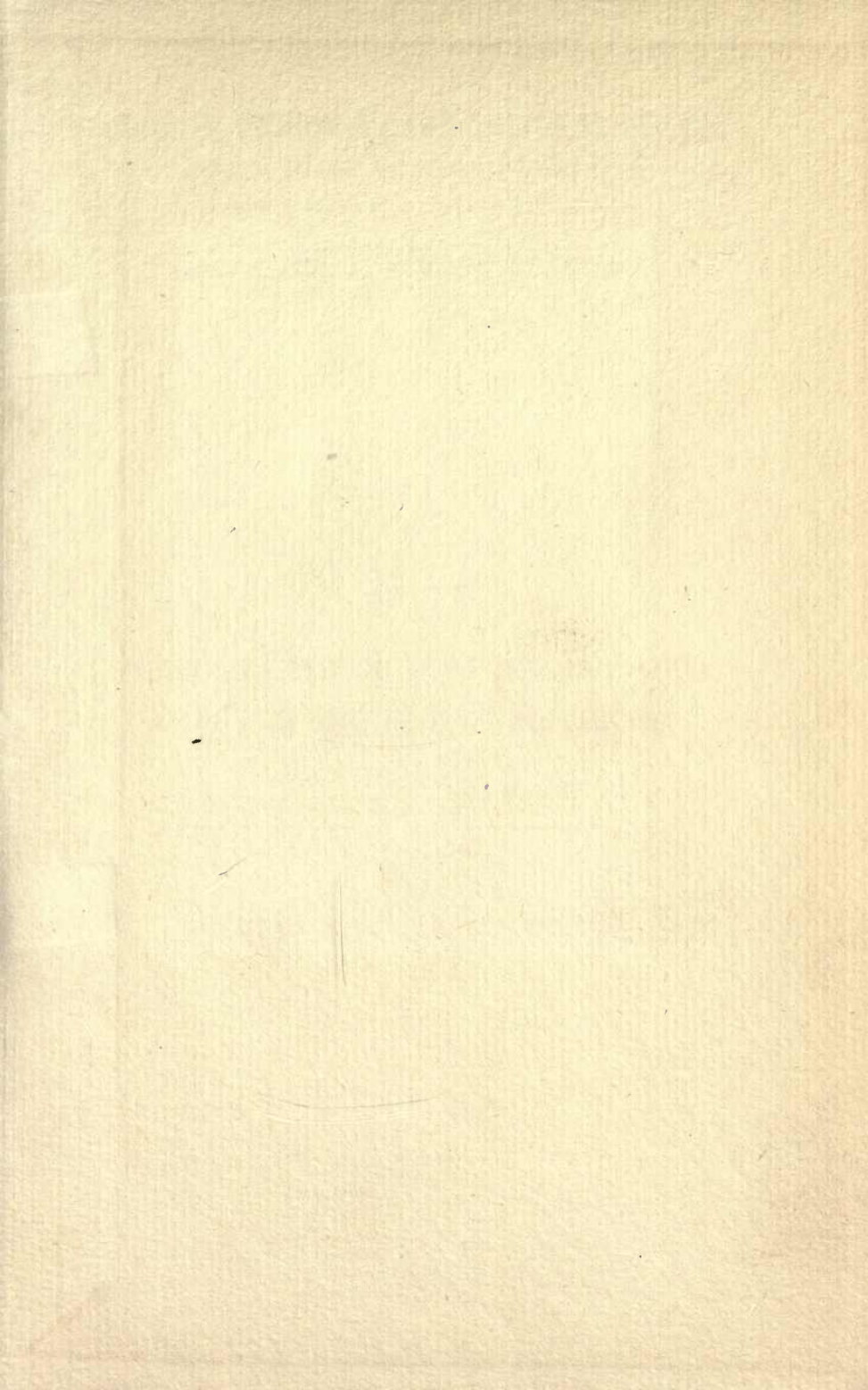






BIBLIOGRAPHY OF ROAD- MAKING AND ROADS IN THE UNITED KINGDOM

BY

DOROTHY BALLEEN.

WITH AN INTRODUCTION BY

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Chairman of the Road Board.

UNIV. OF
CALIFORNIA

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1914.

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COMPILER'S NOTE.

No originality is claimed for the research of which the results are embodied in the following pages. It was undertaken at the suggestion of Professor Sidney Webb, in view of the recent revival of interest in highway problems due to the Development Act of 1909, and is merely a revised and considerably enlarged edition of the Bibliography compiled by Mr. and Mrs. Webb in 1906. During the years 1907-1911 Professor Webb had amassed a quantity of notes for incorporation in the second edition of the Bibliography ; and I am indebted to him not only for these notes, which he transferred to me at the beginning of my task, but for further notes and valuable suggestions during the progress of the work.

At an early stage in the work, it became evident that a complete record of the literature of British and Irish roads would be undesirably bulky. It was therefore decided to omit certain classes of documents, viz. :

- (1) The Ordnance Survey maps, official catalogues of which are available.
- (2) Guide-books not intended primarily for travellers by road, and published after 1850.

- (3) Local Acts of Parliament relating to turn-pike roads, bridges, and streets. For those issued between 1800 and 1900 a good index has been issued by the Government; while those of earlier date are listed, and many given in full, in Danby Pickering's edition of the statutes.
- (4) Annual reports of Surveyors and of Highway Committees.

With the exception of these groups, the bibliography is as nearly complete as the materials within reach would allow. The British Museum Catalogues have proved invaluable, especially in the historical sections, while that of the Patent Office Library has supplied the greater part of the section on road construction and repair. In addition to the catalogues of these two libraries and of the British Library of Political Science, the following are the principal sources which have been consulted in the course of the work :

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INTRODUCTION

THE proper attitude of mind towards a bibliography is one of simple gratitude. This is especially the case if information on the subject is only to be found in the unfrequented byeways of knowledge. Search for authorities and references then becomes dull, laborious and uncertain, and any work which facilitates or lightens this labour of research is assured of welcome. The indebtedness of students of English Local Government to the London School of Economics and to the zealous workers inspired by the School is already great, and Miss Dorothy Ballen has now added another modest and useful volume to the long list for which students in many departments of public administration are truly thankful.

Roads after being neglected for the greater part of a century have suddenly become objects of great concern and importance. Public interest in them is keen and general. To what new uses can they be put? How should they now be made and maintained? How should they be administered? How can the needs and convenience of the various groups of road users be met and reconciled? What will be the ultimate cost and economic advantage of adapting roads

to the requirements of power-driven vehicles ? and the inevitable and comprehensive question, who should pay are all questions which are eagerly discussed at the present time. They present problems which are by no means easy to solve, but the significant point for my present purpose is that these problems are not new, though the circumstances which have brought them into fresh discussion are of quite recent occurrence. Our forefathers were perplexed by problems essentially similar to those which have arisen in our time ; it is important, therefore, that in our consideration of these questions we should not neglect the lessons of the past. If we are to reach a true comprehension of the existing situation in regard to roads we must study the history of roads. No one can hope to understand or explain why road administration is what it is if they do not know how it has grown up. It is only by the light of historical enquiry that its peculiarities become intelligible. But until quite recently, historical knowledge on the subject was rare and information was difficult to trace. It was also obscure and uncertain even when traced. Before Mr. and Mrs. Sidney Webb compiled a small bibliography of roads in 1906, as a preparation for their lucid and admirable " Story of the King's Highway," published only a few months ago, the field which the student of English highways had to explore was a trackless wilderness.

Miss Ballen has carried bibliographical research

a step further. Her enlarged and complete bibliography reveals in fuller detail the great mass of literature about roads which has lurked in the recesses of libraries, and provides a sectionised list of books, pamphlets, Bills, Acts of Parliament, and maps which ought to satisfy the needs of the most industrious student of the subject.

Miss Ballen has attempted to classify the contents of her bibliography under the general headings of (1) History and Description ; (2) Administration ; (3) Engineering ; (4) Traffic. But road books do not readily lend themselves to classification according to modern ideas. Writers on roads are a discursive class, and it may be useful to warn students in search of references that they will not be able safely to omit examination of the entries in each group of the classification.

A mere perusal of Miss Ballen's bibliography and of the dates and titles of the books written, taking due notice of the dates when books were not written, is sufficient to afford a good deal of enlightenment. It is not too much to say that the evolution of the road can be traced from the bibliography. The appearance on the road of each new user heralded an outburst of literary and legislative activity, and created a situation similar in principle to that which has been created by the motor traffic of to-day. The literature of the past, like that of to-day, embodies a prevailing tone of discontent. Its classification would be amongst the lamentations. The road user has

always been an impatient and intolerant person in speech, though pathetically tolerant and long-suffering in conduct. Few writers come to praise either the conditions of the roads or their administration. Yet we have, and, though chary of saying it, we know that we have in Great Britain a most admirable, highly practical and singularly complete system of roads. How did we get it? Who made it? It is difficult to answer these questions. Our roads, speaking generally, were not made; they grew. Hence the need of history for comprehension and the value of Miss Ballen's bibliography.

The historical period of roads opened in 1555, when the first Highway Act was passed by Parliament. Statute labour by parishioners was then established, and this remained substantially the sole legal source of public contribution to the maintenance of highways for three centuries. About the same time wheeled vehicles for passengers were introduced, and slowly, but surely, the troubles of the road-maker advanced.

The earliest road user was, no doubt, the pedestrian, whether man, sheep, or pig. Then followed in due succession private carriages, commencing as rare novelties in the middle of the sixteenth century, and increasing very slowly at first and afterwards rapidly. Long waggons were introduced after 1564; coaches for the wealthy classes in London and other towns from 1580 onwards; hackney coaches mainly in towns from

the beginning of the seventeenth century ; stage coaches from the middle of the seventeenth century. So that it took the greater part of a century for travelling in coaches to extend from the gentry to the people.

The development of travelling by coach soon led to fierce discussions and struggles between those who wanted roads suitable for coaches and people of narrow parochial minds and niggardly propensities who objected to the damage done by coaches to the soft dirt tracks which alone represented roads down to the opening of the nineteenth century. Then came the development of turnpike roads, starting with the first turnpike gate—erected in 1663 in Hertfordshire—a significant step which led ultimately to the creation in England of upwards of 20,000 miles of turnpike roads, which in their turn led to the quickening of coach travel, culminating, towards the end of the eighteenth century, in mail coaches and the services, quite wonderful in their time, which these afforded. And now the motor-car has appeared, reviving some of the old struggles.

The bibliography guides us not only through the records of the making of roads and the changes which have occurred in the character of road traffic, but also through the history of the prolonged struggle, not yet ended, between the general public who want roads for their use and convenience and the owners of land or the owners of rateable property who have never, except

under coercion, acquiesced in the principle that it is their duty to maintain roads to serve national requirements. Sir Henry Parnell, in his "Treatise on Roads," published in 1833, expresses a hope that he may be able "to give a better tone to the ideas of those country gentlemen who are but trustees of the interest of the public in road concerns, and encourage them to form a larger and more correct conception of their duties and their responsibilities." But the country gentlemen were stiff. They have always refused either to be coaxed or coerced into performing a duty which according to their view rested not upon them but upon the Government, and the Government have, since the earliest times, halted between two opinions. They allowed roads to suffer rather than take effective steps to secure their proper maintenance.

But this is not the place to discuss the merits or the solutions of road problems, and I will only recommend people interested in those problems to take advantage of the mass of material to which they can now gain access, without an excessive amount of labour, through the compilation for which we are indebted to the London School of Economics and to Miss Dorothy Ballen, whose work has been done with a completeness which deserves the highest commendation.

By Cæsar's Camp,
Wimbledon Common.

GEORGE S. GIBB.

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Provisions:—

1. Every parish must elect two surveyors of the Highways yearly, from among the householders holding lands worth £20 a year, or worth £100.
2. If the appointment is not made, the most substantial householders shall be fined £20, of which they shall recover part from the other inhabitants; and, in default of surveyors, the overseers shall act.
3. The surveyors must present themselves to be sworn.
4. They shall within ten days survey all the roads and bridges, and see what work is needed.
5. They shall give public notice in church of a meeting of parishioners to make a rate for making and repairing and cleansing roads and pavements, the maximum amount of all such rates for the year to be 1s. in the £. The penalty for non-payment, by clause 8, is to be double the sum.

6. If the parishioners do not agree on the rate, the surveyors may make it, subject to the confirmation of a J.P., with appeal to the sessions.
7. Nuisances and encroachments shall be removed, and special assessments shall be levied on owners of offending lands.
9. The surveyors shall hire labour and teams.
12. Rates in aid of overburdened parishes shall be levied on other parishes by authority of the Justices of the Peace in open sessions.
13. Not more than 5 horses or 6 oxen and a horse shall be yoked to each cart.
15. The ordinance shall be applicable to all corporate towns as well as to parishes.

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The rule limiting teams to 5 horses or 6 oxen and a horse is not to apply to carts conveying ordnance for the Army or Navy.

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*1844–1846 (601) xl. 409.

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*1881–82–1883 (c. 3750) lxi. 607.

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- *—Bill to authorise application of highway rates to turnpike roads in certain cases. 1836 (446) iv. 211.
- *—Bill to authorise the consolidation of turnpike roads in England. 1836 (13, 94) vi. 427, 441.
- *—Bill to facilitate the recovery of arrears of highway rates. 1836 (291) iv. 209.
- *—Act 6 and 7 Gul. IV, c. 63.
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—(2nd ed.) 1836. 8vo. 517.b.32.
- ***U.K. Govt.** Bill to amend the laws relating to the trusts of turnpike roads in England. 1837 (173), iv. 505.
- *—Bill to authorize application of highway rates to turnpike roads in certain cases. 1837 (293) iii. 287.
- *—Bill to discharge His Majesty's manor and demesne lands at Newark, in the county of Nottingham, from any costs of repairing Trent and Markham Bridges, and to charge the same on the other hereditary revenues of the Crown. 1837 (221, 284) iii. 421, 425.
- *—Act 7 Gul. IV, c. 15.
- *—Report from Select Committee on the Highway Rates Bill, with the minutes of evidence. 1837 (457) xx. 343.
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- ***U.K. Govt.** Bill to amend the laws concerning highways in England. 1838 (470) iv. 361.
- *—Bill to authorize application of highway rates to turnpike roads, in certain cases. 1838 (14, 336, 568) iv. 429, 433, 439.
- *—Report from Select Committee to inquire into the operations of Act 5 and 6 Will. IV, relating to highways in that part of Great Britain called England. 1838 (463) xxiii. 253.
- ***U.K. Govt.** Account of the total amount annually received from county rates; total amount annually expended in each year from 1792 to 1838 inclusive, distinguishing the expense of maintaining county bridges (etc., etc.). 1839 (In 562) xlv. 1.
- *—Account of the total sum expended, 1827 to 1839, by surveyors of the highways in England and Wales in making, improving, maintaining or repairing the highways. 1839 (562) xlv. 1.
- *—Act for continuing certain local turnpike Acts until June 1st, 1841. 1839. 2 and 3 Vict., c. 31.
- *—Bill intituled an act for procuring returns relative to the highways and turnpike roads in England and Wales. 1839 (450) iv. 147.
- *—Act 2 and 3 Vict., c. 40.
- *—Bill to amend the laws concerning highways in England (*i.e.*, 5 and 6 Will. IV, c. 50). 1839 (6, 114, 404) iv. 1, 69, 145.
- *—Act 2 and 3 Vict., c. 45.
- *—Bill to authorize application of highway rates to turnpike roads, in certain cases. 1839 (337) v. 497.
- *—Act 2 and 3 Vict., c. 81.
- *—Bill to authorize trustees of turnpike roads to reduce the scale of tolls payable for overweight. 1839 (412) v. 519.
- *—Act 2 and 3 Vict., c. 46.

- ***U.K. Govt.** Bill to provide for making unions of turnpike trusts in England, and for valuing and consolidating the bonded debt of such trust. 1839 (350) v. 501.
- *—Average of the highway rate in each county in England and Wales, for three years ending October, 1812, 1813, and 1814, and summary of highway returns, 1827 to 1839. 1839 (In 562) xlv. 43.
- *—Report from the Select Committee appointed for the purpose of ascertaining how far the formation of railroads may affect the interests of turnpike roads, and the creditors of such trusts; with evidence and appendix. 1839 (295) ix. 369.
- ***U.K. Govt.** Act to amend and explain the General Turnpike Acts, so far as relates to the toll payable on carriages laden with lime for the improvement of land. 1840. 3 and 4 Vict., c. 51.
- *—Act to authorize trustees or Commissioners of turnpike roads to appoint meetings for executing their trusts in certain cases. 1840. 3 and 4 Vict., c. 39.
- *—Bill to authorize application of highway rates to turnpike roads in certain cases. 1840 (574) ii. 653.
- *—Act 3 and 4, Vict., c. 98.
- *—Report of the Commissioners for inquiring into the state of the roads in England and Wales; with appendix. 1840 (256, 280) xxvii. 1, 15.
- An abstract of accounts for 14 years ending Whitsuntide, 1840 . . . of the Pious Uses Trustees . . . published by order of the Board of Surveyors of Highways for the township of Leeds. 1841.
- ***U.K. Govt.** Bill to amend an act, 3 Geo. IV, for regulating turnpike roads in England; also an Act, 5 and 6 Will. IV, for consolidating the laws relating to highways in England. 1841 (203) iii. 537.
- *—Act 4 and 5 Vict., c. 51.
- *—Bill to amend the Acts for regulating turnpike roads in England, so far as they relate to certain exemptions from toll. 1841 (264) iii. 535.
- *—Act 4 and 5 Vict., c. 33.
- *—Bill to authorize application of highway rates to turnpike roads in certain cases. 1841 (391) ii. 491.
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- *—Act 4 and 5 Vict., c. 49.
- *—Bill for repairing, improving and rebuilding county bridges, and the approaches thereto. 1841 (50) i. 83.
- *—Return of the county totals extracted from abstracts of returns relative to the expense of maintenance of the highways in England and Wales. 1841 (344) xxvii. 79.
- ***U.K. Govt.** Bill to continue local turnpike acts, and to provide for the discharge of the mortgage debts on turnpike roads in England. 1842 (155) iv. 359.
- Bayldon (Richard)** Remarks, with a tabular statement, showing the operation of the 19th Clause of the proposed General Turnpike Bill on the roads within the borough of Leeds, with an appendix . . . on road management. Leeds. 1843. 8vo. 6375.a.51.(1).
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- Cheltenham** Road work on railways. A statement made by the trustees of the Cheltenham District of turnpike roads. 1843.
- (Reprinted.) 1892. Gloucester. 8vo, pp. 15. C.T.228.(4).

- ***U.K. Govt.** Bill to continue, until August 1st, 1844, 4 and 5 Vict., c. 59, for authorising the application of highway rates to turnpike roads. 1843 (506) iii. 133.
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- *—Returns relative to the income, expenditure, and debts of the several turnpike trusts in England and Wales; to the mortgage of tolls, with proceedings relating thereto; also, to any loss arising from defalcation, etc. 1843 (267) xlviii. 271.
- Isle of Wight system of roads, and system of guardians of the poor, not a model but a warning to the Legislature. Southampton. 1845. 8vo. 8254.b.
- ***U.K. Govt.** Bill to continue to Oct. 1st, 1846, 4 and 5 Vict., c. 59, for authorising the application of highway rates to turnpike roads. 1845 (501) iii. 289.
- *— Act 8 and 9 Vict., c. 59.
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- ***U.K. Govt.** Act to continue until 1st October, 1847, 4 and 5 Vict., c. 59 for authorising the application of highway rates to turnpike roads. 1846. 9 and 10 Vict. c. 49.
- *—Bill to amend the law relating to highways in England and Wales. 1846 (181) ii. 279.
- *—Revenue of the Wearmouth Bridge Commissioners for tolls; sums expended upon the bridge; sums granted to any public body; purposes for which granted; names of commissioners; authority on which granted; sums lent; rate of interest received, 1841-1845; expenses incurred in opposing the Sunderland Gas and Water Bills; accounts of the passage over the said bridge for 14 days each year, specifying the amount taken for passengers, etc., etc.; copy of the scale of tolls taken since 1830, and alterations during the period. 1846 (407) xlv. 493.
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- *—Bill to amend the law relating to highways in England and Wales. 1847 (291, 493) i. 563, 617.
- *—Instructions to surveying officers appointed by the Commissioners of Woods and Forests to institute preliminary inquiries under 9 and 10 Vict., c. 106, in cases of application for local acts for paving. 1847 (In 33) xxxiii. 87.
- *—Reports of the Commissioners of H.M. Woods, Forests, Land Revenues, Works and Buildings, enclosing the reports of the surveying officers appointed under 9 and 10 Vict., c. 106. 1847.
- Portsmouth paving, lighting, and improvement. (124-41) xxii. 473.
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- Sunderland markets, bridge, ferries, etc. (124-48) xxiv. 1.
- York Lendal Bridge and approaches (124-46) xxiii. 739.

- ***U.K. Govt.** Act for making certain alterations and improvements in the approaches to the castle and town of Windsor. 1848. 11 and 12 Vict., c. 53.
- *—Bill to continue an act for authorizing the application of highway rates to turnpike roads. 1848 (550) iii. 13.
- *—Act 11 and 12 Vict., c. 66.
- *—Bill to amend the law relating to highways in England and Wales. 1848 (377, 506) iii. 15, 83.
- *—Bill to exempt occupiers of small tenements from the payment of poor and highway rates. 1848 (127) ii. 393.
- *—Copy of letter from Sir James M'Adam to Mr. Cornwall Lewis, dated June 11th, 1848, relative to the receipts or expenditure for highways in England. 1848 (494) li. 345.
- *—Reports of the Admiralty made under the Acts 9 and 10 Vict., c. 106, and 11 and 12 Vict., c. 129, relative to applications for local acts. Truro turnpike roads. 1848 (148-3) xxxi. 341.
- *—Return of the total receipts, expenditure, and debts of turnpike trusts in England (exclusive of Wales), for each of the years 1834 to 1845 inclusive, under various heads. 1848 (492) li. 355.
- *—Return showing the total receipts and expenditure on account of the highways in certain counties, under various heads, for the year 1845. 1848 (493) li. 347.
- *—Return stating in miles and furlongs the length of road in each turnpike trust in England and Wales. 1848 (752) lx. 413.
- ***U.K. Govt.** Abstract of the general statements of the income and expenditure of the several turnpike trusts within the County Palatine of Lancaster, in the year 1848. 1849 (606) xlvi. 347.
- *—Bill for requiring annual returns of the expenditure on highways in England and Wales to be transmitted to the Secretary of State and afterwards laid before Parliament. 1849 (322) iii. 175.
- *—Act 12 and 13 Vict., c. 35.
- *—Bill to continue an act for authorizing the application of highway rates to turnpike roads. 1849 (456) iii. 171.
- *—Act 12 and 13, Vict., c. 54.
- *—Bill to enable overseers of the poor and surveyors of the highways to recover the costs of distraining for rates. 1849 (40, 74, 169) ii. 273, 285, 297.
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- *—Bill to consolidate and amend the laws relating to public roads in England and North Wales. 1849 (27, 145) v. 547, 649.
- *—Bill to empower justices of the peace to unite parishes into districts, and to appoint a surveyor of highways to each district. 1849 (312) iii. 179.
- *—Report from the committee on Group No. 19 of private bills (relating to certain turnpike road Bills). 1849 (508) xii. 457.
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- *—Statement of the amounts borrowed from the Exchequer Bill Loan Commissioners by turnpike trusts, date of each loan, rate of interest, with amount of principal repaid, and amount of principal and interest remaining unpaid on Jan. 5th, 1849. 1849 (143) xlv. 191.
- ***U.K. Govt.** Abstract of return of the name of all turnpike road and bridge trusts in England and Wales, etc. 1850 (696) xlix. 157.
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- ***U.K. Govt.** Reports [2] from the Select Committee on Local Acts (Preliminary Inquiries), with the proceedings of the Committee. 1850 (582, 591) xiii. 531, 657.
- *—Return from turnpike trusts in England and North Wales, showing the cost of Parliamentary renewals from the year 1800 to 1848; the sum borrowed during the existence of the several trusts; the amount paid off; the amount of debt on January 1st, 1849; rate of interest; amount of interest unpaid, distinguishing the amount unclaimed; also stating the amount of interest converted into principal. 1850 (255) xlix. 519.
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- *—County reports of the Secretary of State, under the Act, 3 and 4 Will. IV, c. 80. No. 1—Kent. 1851 (1376) xlviii. 163.
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Fry (Alfred Augustus) The General Highways Act, 5 and 6 Will. IV,
 c. 50, and the statutes and cases relating thereto, brought down to
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- *—Bill for making a turnpike road between Stone Creek and Sunk Island Church in the county of York, and between Sunk Island Church and Patrington Haven, and for consolidating with such roads the present turnpike road from Sunk Island Church to Ottringham, and for constructing quays and wharfs at Stone Creek. 1852 (329) iv. 347; as amended in committee (408) iv. 357.
- *—Act 15 and 16 Vict., c. 45.
- *—Bill to continue an act for authorizing the application of highway rates to turnpike roads. 1852 (276) ii. 215.
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- *—Bill to explain and amend the Public Health Act, 1848, so far as respects the rates for the repair of highways. 1852 (466) iv. 161; as amended in committee (496) iv. 165.
- *—Report of the Secretary of State for the Home Department on the state and condition of the turnpike roads in the county of Hants. 1852 (1521) xliv. 263.
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- *—Reports of the Secretary of State under 3 and 4 Will. IV, c. 80, relative to turnpike trusts. 1852 (1443, 1452, 1456, 1470, 1497) xli. 1, 49, 89, 131, 157.
- *—Admeasurement of the public highways in the Melton Mowbray division in the county of Leicester, and the cost thereof, for the year ending March 25th, 1853. 1853 (538) xcvi. 729.
- *—Bill to continue an act for authorizing the application of the highway rates to turnpike roads. 1853 (762) iii. 569.
- *—Act 16 and 17 Vict., c. 66.
- Receipts and expenditure on account of highways in each county in England and Wales, made out in the form required by the Act 12 and 13 Vict., c. 35, distinguishing the cities, boroughs, towns, and places under local Acts from the ordinary highways; for the year ending 25th March.
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- *1855 — 1857 (208, Sess. 2) xxxvii. 463.
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- ***U.K. Govt.** Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV., c. 80. 1853. 1st [1617] xcvi. 495; 2nd [1621] 535; 3rd [1630] 567; 4th [1668] 595.
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- *—Return showing the amounts borrowed from the Public Works Loan Commissioners by turnpike trusts in England and Wales, date of each loan, rate of interest, amount of principal repaid, and unpaid on 5th January, 1853, etc. 1853 (619) xcvi. 479.
- *—Return showing the total receipts, expenditure, and debts of the turnpike trusts in England and North Wales, 1834 to 1850. 1853 (12) xcvi. 477.
- *Bill to continue an Act for authorising the application of the highway rates to turnpike roads. 1854 (190) iii. 47.
- *—Act 17 and 18 Vict., c. 52.
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- *—Bill to amend the law for uniting parishes into districts, and the appointment of district surveyors of highways over the parishes so united. 1854 (40) iii. 51.
- Reports of the Admiralty relating to applications for local acts. 1854.
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- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV., c. 80. 1854. 1st (1738) lxiv. 201; 2nd (1749) 233; 3rd (1750) 265; 4th (1760) 289.
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*— Act 18 and 19 Vict., c. 102.

*—Reports of the Admiralty relating to applications for local acts. 1855.

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*—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1855. 1st [1903] xlix. 113; 2nd [1909] 145; 3rd [1917] 173; 4th [1923] 205; 5th [1925] 237; 6th [1934] 253.

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- ***U.K. Govt.** Return showing the total receipts, expenditure, and debts of the turnpike trusts in England and North Wales, 1834 to 1852. 1855 (13) xlix. 331.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts, and to extend the provisions of the said Act. 1856 (36) vi. 505.
- *—Act 19 and 20 Vict., c. 12.
- *—Act to extinguish certain rights of way, and to stop up certain roads and paths near the camp at Aldershot. 1856. 19 and 20 Vict., c. 66.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1856. 1st [2044] lviii. 119; 2nd [2059] 145; 3rd [2066] 173; 4th [2067] 197; 5th [2075] 221; 6th [2083] 245.
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- *—Act enabling the Commissioners of the Admiralty to purchase certain lands in the Parish of Chatham, and to stop up, divert, or alter certain ways in the said parish. 1857. 20 and 21 Vict., c. 30.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1857 (60, Sess. 2) iv. 669.
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- *U.K. Govt. Bill to amend the Laws relating to the management of the highways in England and Wales. 1857 (56, Sess. 2) ii. 139.
- *—Reports of the Admiralty relating to applications for local Acts. 1857.
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- *—Reports relating to the circumstances of the under-mentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1857. 1st [2225, Sess. 2] xxxvii. 469; 2nd [2226, Sess. 2] 485; 3rd [2227, Sess. 2] 505.
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- *—Return of the length of highways in the several parishes in the county of Middlesex, not being part of the metropolis roads, amount of assessment to the poor, and amount of rate in the pound levied for highway rate in 1856. 1857 (8, Sess. 1) xiii. 141.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts, and to extend the provisions of the said Act. 1858 (200) iv. 645.
- *—Act 21 and 22 Vict., c. 80.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1858. 1st [2344] xxxii. 413; 2nd [2349] 433.
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- *—Bill for the better management of highways in England. 1859 (4, Sess. 1) i. 755; as amended in Committee, (63) i. 779.
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- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1859 (92, Sess. 2) ii. 461.
- *—Report from the Select Committee of the House of Lords, appointed to inquire into the operation of the Act 13 and 14 Vict., c. 99, for the better assessing and collecting the poor rates and highway rates in respect of small tenements, and of the Act of last session, c. 43, to amend the municipal franchise in certain cases; with the proceedings, minutes of evidence, appendix, and index. 1859 (56, Sess. 2) vii. 269. Reprinted 1867 (74) viii. 603.

- ***U.K. Govt.** Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1859. 1st [2485, Sess. 1] xiii. 705; 2nd [2486, Sess. 1] 727; 3rd [2490, Sess. 1] 747.
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- *—Return of the amount of toll revenue, debt, arrears of interest, number of miles of road, etc., belonging to each turnpike trust in the county of Essex; number and names of the bridges maintained out of, and annual value of the property assessed to the county rate; number and names of private toll bridges used by the public; 1856 to 1858. 1859 (72, Sess. 2) xxvi. 271.
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- *—Act for extinguishing certain rights of way through Cole Barracks (Portsmouth). 1860. 23 and 24 Vict., c. 49.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1860 (254) vi. 703.
- *—Act 23 and 24 Vict., c. 70.
- *—Bill to continue an Act for authorising the application of the highway rates to turnpike roads. 1860 (255) iii. 653.
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- *—Bill to remove doubts as to the power to open highways, roads, and streets for certain purposes. 1860 (168) iii. 657; amended in Committee, (179) iii. 661.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1860. 1st [2620] xxxi. 519; 2nd [2627] 539; 3rd [2637] 561; 4th [2659] 593.
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- ***U.K. Govt.** Return of turnpike trusts in England and North Wales, showing, with respect to each, name of trust, title and date of local Acts, date at which they will expire, or whether continued by the General Acts. 1860 (39) lxi. 265.
- *—Bill for the better management of highways in England. 1861 (6) ii. 541.
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- *—Act 24 and 25 Vict., c. 46.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1861. 1st [2776] xxxiii. 141; 2nd [2781] 161; 3rd [2784] 181; 4th [2791] 193.
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- *—Return of the names, salaries, etc., of surveyors and other officers paid by the trustees of the first and second districts of the Essex turnpike roads; also, number of miles; and income and expenditure in 1860. 1861 (112) lvii. 409.
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- *—Act 25 and 26 Vict., c. 61.
- *—Bill to confirm certain provisional orders made under an Act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1862 (185) v. 477.
- *—Act 25 and 26 Vict., c. 56.
- *—Minutes of proceedings of the Select Committee on the Highways Bill, 1862. 1862 (226) xvi. 639.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1862. 1st [2930] xxviii. 213; 2nd [2932] 237; 3rd [2935] 253; 4th [2938] 273.
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*—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1863. 1st [3092] xxviii. 227; 2nd [3101] 243; 3rd [3105] 263; 4th [3120] 283; 5th [3125] 295.

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*—Return of counties which have been divided into highway districts, or in which any highway district or districts have been formed, under the Act 25 and 26 Vict., c. 62; stating the number and names of districts, miles of road, number of waywardens, etc. 1863 (315) l. 457.

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*—Act 27 and 28 Vict., c. 101.

- ***U.K. Govt.** Bill to confirm certain provisional orders made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1864 (196) iv. 567.
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- *—Bill to provide for the erection of county bridges in England and Wales. 1864 (77) i. 543.
- *—Copies of all memorials from public bodies or officers addressed to the Home Department, with reference to the Highways Act, 25 and 26 Vict., c. 61. 1864 (91, 222) l. 269, 291.
- *—Correspondence with the office of H.M. Works, relating to the private road leading to the Roehampton Gate of Richmond Park. 1864 (438) xxxiv. 185.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local acts, made by the direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1864. 1st [3274] xxxi. 151; 2nd [3282] 167; 3rd [3296] 187.
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- *—Return of turnpike trusts in England and North Wales, the acts for which have been renewed by Parliament since 1849, showing the date of renewal, amount of debt existing on each such trust in 1850 and 1860, with rate of interest and amount unpaid, and of turnpike trusts with respect to which arrangements have been made under the sanction of the Secretary of State, up to January 1st, 1860, with the amount of debt on each such trust, rate of interest, and amount unpaid in 1850 and 1860. 1864 (473) l. 591.
- *—Annual amount of the local taxation for paving, cleansing, lighting, sewerage, main drainage, and improvements, levied in each of the parishes, districts, and parts (including the City of London) composing the district of the Metropolitan Local Management Act, 1859 to 1863, rate in the pound at which the same is assessed in each district, etc., and similar return for Manchester, Liverpool, Birmingham, Sheffield, Leeds, Brighton, Hastings, and Tunbridge Wells. 1865 (80) xlvi. 387.
- *—Bill to confirm certain provisional orders made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1865 (225) iv. 589.

- ***U.K. Govt.** Act 28 and 29 Vict., c. 91.
- *—Bill to discontinue the taking of toll on the turnpike roads now existing in England and Wales, and to provide for the maintenance of such roads as public highways, and for the discharge of the debts due thereon by voluntary commutation. 1865 (128) iv. 571.
- *—Memorials from the inhabitants of Devizes for and against the abolition of the turnpike trusts in the immediate neighbourhood of the town, and correspondence with the Home Office. 1865 (303) xlvii. 565.
- *—Reports relating to the circumstances of the undermentioned turnpike trusts applying for local Acts, made by direction of the Secretary of State for the Home Department, under Act 3 and 4 Will. IV, c. 80. 1865. 1st [3446] xxix. 217; 2nd [3453] 233; 3rd [3468] 257.
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- *—Return showing, in respect to the Surrey and Sussex, New Cross and Bermondsey, Rotherhithe and Deptford turnpike trusts, the districts or parishes in which they are situated, length of road in each, and number of toll-gates which will be removed on the expiration of the local acts. 1865 (157) xlvii. 559.
- *—Act to confirm a provisional order under the Local Government Act, 1858, relating to the district of Ventnor, and for the repeal of the South Wales Highways Act in Briton Ferry. 1866. 29 and 30 Vict., c. 79.
- Bill to confirm certain provisional orders made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1866 (228) v. 539.
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- Bill to make better provision for the maintenance and repair of certain bridges in England, commonly called Hundred Bridges. 1866 (178) iii. 157.
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1872-73—1874 (in 338) lvi. 485. 1877-78—1879 (in 299) lx. 247.

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 *1903-04—1905 (273) lxvi. I.
 *1904-05—1906 (311, 387) ci. I.
 *1905-06—1907 (321) lxxi. I.
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- U.K. Govt.** Return of places in the several counties in England and Wales which have adopted the Highways Acts, 25 and 26 Vict., c. 61 (in continuation of 505 of 1867-68), with additional columns, showing, with regard to each county in which the act has been only partially adopted, the number and total acreage of parishes which have not adopted it, and the rate in the £ levied as highway rate in each highway district, during the year ending March 25th, 1869. 1870 (264) lix. 587.
- Returns from each turnpike trust in England and North Wales, stating the length of road in miles, furlongs and yards, amount of bonded debt on December 31st, 1869, distinguishing portions unclaimed, and amount of unpaid interest due thereon. 1870 (438) lix. 487.
- Bill to confirm a certain provisional order made under an act of 15 Vict., to facilitate arrangements for the relief of turnpike trusts. 1872 (256) vi. 435.
- *—Act 35 and 36 Vict., c. 72.
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- Local Government Board, annual Report. 1872 *et seq.*
 Includes section on turnpike trusts; later, on main roads, and on highways.
- *1871-72—1872 [c. 516] xxviii. I.
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 *1878-79—1879 [c. 2372] xxviii. I.
 *1879-80—1880 [c. 2681] xxvi. I.
 *1880-81—1881 [c. 2982] xlvi. I.
 *1881-82—1882 [c. 3337] xxx. Pt. I, I.
 *1882-83—1883 [c. 3778] xxviii. I.
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- *1891-92—1892 [c. 6745] xxxviii. 1.
- *1892-93—1893 [c. 7180] xliii. 1.
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- *1906-07—1907 [cd. 3665] xxvi. 1.
- *1907-08—1908 [cd. 4347] xxx. 347.
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- *1909-10 (Pt. II.)—1910 [cd. 5275] xxxviii. 489.
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—Returns of the mileage and expenditure for the year ending March, 1872 (in continuation of 278 of 1872), in respect of highways in the petty sessional divisions, or parts of petty sessional divisions, in which the Act 25 and 26 Vict., c. 61, has not been adopted; also in respect of highways in districts which have been formed under the provisions of the Act 25 and 26 Vict., c. 61, and which have not been dissolved, and of the counties or parts of counties in which the Act 25 and 26 Vict., c. 61, has at any time been adopted, but in which the districts have been dissolved, with the names of such districts. 1873 (357) lviii. 267.

—Return of the total number of turnpike trusts in existence on December 31st, 1864; summary of those which have expired in each year since that date, or which will expire up to December 31st, 1874; number which will remain in existence on and after December 31st, 1874, etc. 1874 (224) lix. 389.

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 - *—1871 and 1872—1875 [c. 1328] xxxi. 304.
 - *—1872 and 1873—1876 [c. 1585] xxxi. 249.
 - *—1873 and 1874—1877 [c. 1865] xxxvii. 194.
 - *—1874 and 1875—1878 [c. 2130] xxxvii. Pt. I, 371.
 - *—1875 and 1876—1879 [c. 2375] xxviii. 154.
 - Return showing number of turnpike trusts in existence on December 31st, 1864; number which have expired in each year since that date up to December 31st, 1874; number of trusts so abolished; number in existence on January 1st, 1875; number which will in future expire in each year, etc. 1875 (95) lxvii. 767.
 - *—Bill to amend the law relating to highways in England, and for other purposes. 1876 (129) iii. 157.
 - Return of places in the several counties in England and Wales which have adopted the Highways Act, 25 and 26 Vict., c. 61, salaries of officers, etc.; showing also, with regard to each county in which the act has been only partially adopted, number and total acreage of parishes which have not adopted it, rate in the £ levied as highway rate in each highway district during 1868–69, etc. 1876 (233) lxv. 381.
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LONDON

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- ***U.K. Govt.** Bill to extend to Charing Cross, the Strand, and places adjacent, the powers of an act for making a more convenient communication from Mary-le-bone Park, and to enable the Commissioners of Land Revenues to grant leases of the site of Carlton Palace. 1826 (208) i. 597.
- *—Act 7 Geo. IV, c. 77.
- *—Bill to vest in the Commissioners of H.M. Woods and Forests the powers of several acts for the improvement of the streets near Westminster Hall and the Houses of Parliament, and to authorize the conversion of the pavements in several parts of the Metropolis into broken stone roads. 1826 (359) ii. 155.
- *—Act 7 Geo. IV, c. 78.
- *—Bill for consolidating the trusts of the several turnpike roads in the neighbourhood of the metropolis, north of the River Thames. 1826 (160, 275) i. 103, 223.
- *—Estimate of the sums wanted for carrying into effect acts for the improvement of Westminster, 1821–26. 1826 (135) xx. 135.
- *—Reports on the progress of the improvements in Westminster. 1826 (243) xxi. 11.
- ***U.K. Govt.** Treasury minute, dated Jan. 19th, 1827, on the subject of the improvements in St. James's Park, with a plan of the proposed alterations. 1827 (522) xx. 697.
- Reports of Commissioners appointed under Act 7 Geo. IV, c. 142, on the roads north of the River Thames. 1827 *et seq.*
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| *1st—1826–27 (339) vii. 23. | *8th—1834 (238) xl. 223. |
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- *15th—1841 (327) xii. 249.
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- *19th—1845 (329) xxvii. 181.
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- *21st—1847 (410) xxxiii. 347.
- *22nd—1847-48 (331) xxxvii. 1.
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- ***U.K. Govt.** Bill to alter and enlarge the powers of an act passed in 7 Geo. IV, for extending to Charing Cross, the Strand, and places adjacent, the powers of an act for making a more convenient communication from Mary-le-bone Park, and for enabling the Commissioners of H.M. Woods, Forests, and Land Revenues, to grant leases of the site of Carlton Palace. 1828 (409) i. 467.
- *—Act 9 Geo. IV, c. 70.
- *—Bill to extend the jurisdiction of the commissioners under the acts for paving and regulating the Regent's Park, together with the New Street from thence to Pall Mall; and to amend the said acts. 1828 (408) i. 439.
- *—Act 9 Geo. IV, c. 64.
- *—Bill to amend 7 Geo. IV, for consolidating the trusts of the several turnpike roads in the neighbourhood of the metropolis, north of the Thames, and to make and maintain two new or branch roads to communicate with the said metropolis roads. 1829 (130) ii. 111.
- *—Act 10 Geo. IV, c. 59.
- *—Bill to amend an act of 7 Geo. IV, for extending to Charing Cross, the Strand, and places adjacent, the powers of an act for making a more convenient communication from Mary-le-bone Park. 1829 (242) ii. 299.
- *—Act 10 Geo. IV, c. 61.
- *—Monies received and expended in carrying into execution 7 Geo. IV, c. 77, and sum required for completing the improvements. 1829 (96) xxi. 83.
- *—Returns relating to the improvements at Charing Cross and the Strand, showing what particular sums were applied thereto, the locality of Crown property sold, property agreed to be sold, property acquired by exchange and property contemplated to be sold. 1829 (179) xxi. 89.
- *—Bill to authorize and empower the commissioners appointed by Act, 7 Geo. IV, for extending to Charing Cross, the Strand, and places adjacent, the powers of act for making a more convenient communication from Mary-le-bone Park, to make and form a new street from the Strand to Charles Street, Covent Garden, and to widen the north end of Bow Street into Long Acre. 1830-31 (244, 314) ii. 609, 621; 1831 (95) iii. 663.
- *—Act 1 and 2 Gul. IV, c. 29.
- *—Account of money assessed under various acts from 1813 [Regent's Park and Regent's Street]; amount borrowed by commissioners; debt due; names of commissioners; number of meetings; number present. 1832 (472) xxvi. 545.
- *31st—1857 (50 Sess. 2) xvi. 341.
- *32nd—1857-58 (238) xxxii. 403.
- *33rd—1859 (19 Sess. 2) xi. 173.
- *34th—1860 (333) xxxi. 497.
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- *36th—1862 (235) xxviii. 307.
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- *38th—1864 (244) xxxi. 211.
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- 42nd—1867-68 (117) xxi. 431.
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- ***U.K. Govt.** Bill to extend the jurisdiction of the commissioners acting in the execution of three acts for paving and regulating the Regent's Park and the several streets and places in Westminster to certain other streets and places in Westminster, and for other purposes. 1832 (434, 489) iv. 695, 719.
- *—Act 2 and 3 Gul. IV, c. 56.
- *—Names of streets under the management of optional commissioners; titles under which they act; sums rated annually, 1821-1831. 1832 (549) xlv. 163.
- *—Report from Select Committee appointed to inquire into the most economical and eligible mode of improving the approaches to the Houses of Parliament and courts of law, and improving the neighbourhood of Buckingham Palace. 1832 (567, 614) v. 425, 427.
- The tunnel under the Thames. An exposition of facts . . . relating to the tunnel . . . as the same was . . . submitted to the King by Mr. Isambard Brunel. 1833. 8vo. 8767.bbb.6.(9).
- ***U.K. Govt.** Amount of receipt and expenditure for paving, lighting, etc., Regent Street. 1834 (275) xli. 537.
- *—Expenses of optional streets, Westminster; rates collected, clerks employed, debt incurred, etc. 1834 (276) xli. 539.
- *—Abstract statement of accounts for paving, lighting, etc., the Regent's Park, Regent Street, Whitehall, etc. 1835 (520, App.) xx. 873.
- *—Houses and properties assessed to the paving rate by the committee for paving the parish of St. Martin-in-the-Fields, the line of road running from the east end of Pall Mall. 1835 (520, App.) xx. 872.
- *—Report from the Select Committee on Regent Street paving, with the minutes of evidence and appendix. 1835 (520) xx. 617.
- *—Abstract of the expenses of the metropolis roads, 1827-1835. 1836 (547, App.) xix. 502.
- *—Amount of tolls received; of debts due before the consolidation; aggregate debts of the Metropolis Roads Commissioners; extent of districts; Parliamentary and law charges. 1836 (316) xxxvi. 385.
- *—Report from the Select Committee on Metropolis Improvements, with minutes of evidence, etc. 1836 (517) xx. 1.
- *—Report from the Select Committee on Regent Street paving, with the minutes of evidence and appendix. 1836 (335) xx. 63.
- *—Bill for improving the public ways in and near the metropolis. 1837 (142) iii. 393.
- *—Bill to amend Act 7 Geo. IV, to vest in the Commissioners of Woods, Forests, etc., the powers of several Acts of Parliament for the improvements of the streets near Westminster Hall and the Houses of Parliament, and to authorize the conversion of the pavements in several parts of the metropolis into broken-stone roads, and for extending the powers and provisions thereof. 1838 (331) vi. 677; as amended in Committee (384) vi. 681.
- *—Reports [2] from the Select Committee appointed to take into consideration the several plans for the improvement of the metropolis, concerning which a report was made . . . in 1836, together with any other plans for the same object which they may deem deserving of their consideration, etc. 1838 (418, 661) xvi. 1, 9.
- *—Bill to empower the Commissioners of Woods and Forests to raise a sum of money for making additional thoroughfares in the metropolis. 1839 (409, 476) iv. 241, 265.
- *—Act 2 and 3 Vict., c. 80.

- ***U.K. Govt.** Report from the Select Committee appointed to take into consideration several plans for the improvement of the metropolis; and various petitions, evidence, and plans. 1839 (136) xiii. 459.
- *—Bill to enable H.M. Commissioners of Woods, Forests, and Land Revenues, Works, and Buildings, to make additional thoroughfares in the metropolis. 1840 (450) iii. 57.
- *—Act 3 and 4 Vict., c. 87.
- *—Bill to enable H.M. Commissioners of Woods and Forests to make new streets, and complete other improvements in the metropolis. 1840 (553) iii. 113.
- *—Estimate of the amount required to complete the laying out the area of Trafalgar Square. 1840 (434-1) xxx. 885.
- *—Petition of Rigby Wason, John Ashton Yates, and Richard Rushton Preston, praying the adoption of the plan of a new line of street in the city of Westminster. 1840 (485, Appx.) xii. 134.
- *—Petitions of the inhabitants of the metropolis and vicinity, praying the adoption of certain new lines of streets and public thoroughfares. 1840 (In 410—Appx) xii. 83.
- *—Report from the Select Committee on the Thames Embankment, together with the minutes of evidence taken before them, appendix and index, and plans. 1840 (554) xii. 271.
- *—Report from the Select Committee on Trafalgar Square, together with minutes of evidence and appendix. 1840 (548) xii. 387.
- *—Reports (2) from the Select Committee on Metropolis Improvement; with the minutes of evidence, appendix, and index. 1840 (410, 485) xii. i, 117.
- *— . . . Statement of the plan approved and sanctioned by H.M. Commissioners of Woods and Forests for laying out the vacant space in front of the National Gallery. 1840 (381) xxix. 753.
- *—Bill to empower the Commissioners of H.M. Woods to raise money for certain improvements in the metropolis on the security of the land revenue of the Crown within the county of Middlesex and city of London. 1841 (385) ii. 683.
- *—Bill to enable H.M. Commissioners of Woods, Forests, etc., to make a new street from Coventry street, Piccadilly, to Long Acre; and also a new street from the east end of East Smithfield; and for authorizing advances to be made towards other improvements in the metropolis. 1841 (63) ii. 629.
- *—Act 4 and 5 Vict., c. 12.
- *—Report from the Select Committee appointed to take into consideration plans for improving the metropolis. 1841 (398) ix. 601.
- Annual accounts of the Chamberlain of the City of London, relating to duties and payments; . . . London Bridge; . . . Blackfriars Bridge; . . . paving and lighting, etc.; new street from Farringdon Street . . . 1842 *et seq.*
- *1842 (467) xxxvii. 45.
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- *1852-53 (30) c. 75.
- *1854-55 (425) liii. 591.
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- *1862 (332) xlvii. 301.
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***U.K. Govt.** Bill to empower the Commissioners of H.M. Woods to appropriate to building purposes the area of Thatched-House-Court, and to widen and improve Little St. James's Street, Westminster. 1843 (163) iii. 171.
 *—Act 6 and 7 Vict., c. 19.
 *—Copy of Commission for inquiring into and considering the most effectual means of improving the metropolis, and of providing increased facilities of communication within the same. 1843. (139) xlviii. 35.
 *—Estimate of the amount required on account of Trafalgar Square. 1843 (91-I) xxxi. 393.
 *—Return of amount expended in each of the last five years by the Commissioners for paving the Regent's Park, etc. 1843 (601) xlviii. 37.
 *—Bill to provide for the care and preservation of Trafalgar Square in the city of Westminster. 1844 (480) iv. 725.
 *—Act 7 and 8 Vict., c. 60.
 *—Bill to widen and improve Piccadilly, in the city of Westminster. 1844 (479) iv 77.
 *—Act 7 and 8 Vict., c. 88.
 *—Bill to empower H.M. Commissioners of Woods to form a terrace and embankment, with convenient landing places for the public, on the Middlesex shore of the River Thames, between Westminster and Blackfriars Bridges. 1844 (562), iv. 637.
 *—Bill to enlarge the powers of an Act of the fourth and fifth years of Her present Majesty, empowering the Commissioners of H.M. Woods to raise money for certain improvements in the metropolis, on the security of the land revenues of the Crown, within the county of Middlesex and city of London. 1844 (3) iii. 695.
 *—Estimate of the amount required on account of Trafalgar Square. 1844 (108-I) xxxiii. 500.
 *—Papers relative to the proposed embankment of the Thames on the Middlesex shore, between Vauxhall and Battersea bridges. 1844 (in 15) xv. 391.
 *—Reports of the Commissioners appointed . . . to inquire into and consider the most effectual means of improving the metropolis, and of providing increased facilities of communication within the same. 1844-51. 1st—1844 (15) xv. 1; 2nd—1845 (348) xvii. 1; 3rd—1845 (619) xvii. 341; 4th—1845 (627) xvii. 439; 5th—1846 (682) xxiv. 321; 6th—1847 (861) xvi. 349; 7th—1851 (1356) xxix. 287.
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- ***U.K. Govt.** Act to enable the Commissioners of Greenwich Hospital to widen and improve Fisher Lane, Greenwich. 1845. Act 8 and 9 Vict., c. 22.
- *—Bill to enable the Commissioners of H.M. Works to construct an embankment and roadway on the north shore of the River Thames, from Battersea Bridge to Vauxhall Bridge, and to build a suspension bridge over the said river at or near Chelsea Hospital, with suitable approaches thereto, including a street from Lower Sloane Street to the northern extremity of the bridge. 1846 (252) i. 275.
- *—Act 9 and 10 Vict., c. 39.
- *—Bill to enable the Commissioners of H.M. Woods to construct a new street from Spitalfields to Shoreditch. 1846 (362) iv. 325.
- *—Bill to empower the Commissioners of H.M. Woods to remove the Colonnade in the Regent's Quadrant. 1848 (514) vi. 85.
- *—Copy of circular letter addressed by the Commissioners of Woods and Forests to lessees of houses in the Quadrant, Regent Street, respecting the removal of the Colonnade, and of the replies respectively received to the said letter. 1848 (519) lx. 399.
- *—Statement, to January 5th, 1864, of the receipt and expenditure on account of the metropolitan improvements, and return in detail of the surveyors employed, and the sums paid to each respectively. 1848 (440) xxxix. 423.
- *—Abstract returns of the number of turnpike gates and side bars at which tolls are payable in the boroughs of the Tower Hamlets, Finsbury, Marylebone, Lambeth, and Southwark, and the scale of tolls payable at each. 1849 (233) xlvi. 361.
- *—Further abstract return, showing the dates of the establishment of the several gates and side bars. 1849 (233-II) xlvi. 365.
- *—Returns of the number of houses built and of new streets formed (with their length in miles) within the Metropolitan Police district, since Jan. 1st, 1839. . . . 1849 (in 614) xlv. 497.
- *—Bill to enlarge and extend 8 and 9 Vict., c. 101, for enabling the Commissioners of H.M. Woods to construct a new street from Spitalfields to Shoreditch. 1850 (661) viii. 101.
- *—Act 13 and 14 Vict., c. 109.
- *—Copy of report made by Edward Lawes, Esq., to the First Commissioner of H.M. Woods, etc., on the Westminster Improvement Acts Amending Bill. 1850 (396) xxxiii. 709.
- *—Return from each of the several Paving Boards or districts in the parish of St. Pancras (Middlesex), showing, for the years 1847, 1848, and 1849, the rateable value of property assessed; amount of rates, receipts and expenditure; debt; number and qualifications of Commissioners, etc. 1850 (585) xlix. 57.
- *—Return of all monies which H.M. Commissioners of Woods and Forests have power to raise under any Act of Parliament for the formation of Battersea Park . . . and similar return respecting the building of Chelsea Bridge. 1850 (694) xxxiii. 229.
- *—Bill for transferring the duties of paving, lighting, watering, and cleansing parts of the Crown estate in the district of Regent's Park, and certain streets and places in Westminster, from the Commissioners acting under several Acts of Geo. IV and Will. IV, to the parishes; and for transferring the jurisdiction of the said Commissioners over certain other places in Westminster to the Commissioners of H.M. Woods, Forests, etc., and for other purposes. 1851 (156) ii. 395; as amended by Select Committee (606) ii. 415.
- *—Act 14 and 15 Vict., c. 95.

- ***U.K. Govt.** Bill to amend an Act of 9 and 10 Vict., for the embankment of a portion of the River Thames. 1852 (343) iv. 385; as amended by Select Committee (465) iv. 389.
- *—Act 15 and 16 Vict., c. 71.
- *—Return of the tolls collected by the Corporation of the City of London at the several gates and avenues of the city, for the three years 1849, 1850 and 1851, distinguishing the amount collected at each gate or avenue, and specifying the tolls. 1852 (157) liii. 263.
- *—Accounts of all monies borrowed or guaranteed on the security of the land revenues of the Crown for the purpose of metropolitan improvements, and of all monies charged upon the London Bridge Approaches Fund for the like purpose, which monies it is proposed to pay out of the Consolidated Fund, to the amount not exceeding £1,220,000. 1853 (187) ci. 13.
- *—Bill to authorise advances out of the Consolidated Fund, to discharge monies borrowed on the security of the Land revenues of the Crown, for the purpose of metropolitan improvements, and providing for the payment of such advances and of certain monies charged on the London Bridge Approaches Fund. 1853 (146) v. 41; amended in Committee, (200) v. 47.
- *—Bill to enlarge and extend the powers of an Act of 15 and 16 Vict. for enabling the Commissioners of H.M. Works and Public Buildings to complete improvements in Pimlico, and in the neighbourhood of Buckingham Palace. 1853 (519) v. 443; amended in Committee, (650). *Not printed.*
- *—Bill to extend the time for constructing a new street from Spitalfields to Shoreditch, and to amend the Acts relating thereto. 1853 (590) vi. 449.
- *—Act 16 and 17 Vict., c. 52.
- *—Bill to give to the Commissioners of H.M. Works and Public Buildings extended time and further powers for completing the embankment of the River Thames between Vauxhall and Battersea Bridges, and a new street from Lower Sloane Street in connection therewith. 1853 (518) vii. 379; as amended by Select Committee (712, 738) vii. 395, 411.
- *—Act 16 and 17 Vict., c. 87.
- *—Gross amount expended in forming the new street from Coventry Street to Long Acre, ground-rents sold, etc. 1853 (In 916) xxii. 348.
- *—Gross amount expended in forming the new street from East Smithfield to Rosemary Lane, ground-rents sold, etc. 1853 (In 916) xxii. 348.
- *—Special report of the Select Committee to whom the Westminster Improvements Bill was referred. 1853 (685) xxxix 465.
- *—Amount received by the Corporation of the City of London on account of street tolls from January 1st, 1852, to February 7th, 1854. 1854 (112) lxiii. 575.
- *—Correspondence respecting the paving of Tower Hill, Postern Row and George Street, and the removal of the bars placed therein by the Tower authorities. 1855 (478) liii. 411.
- *—Report from the architect and engineer, as to the progress and present state of Battersea Park and Chelsea Bridge. 1855 (348) liii. 57.
- *—Return of the number of toll-gates on the Metropolitan turnpike roads north of the Thames, and of the debts remaining due in respect thereof. 1855 (312) xlix. 325.
- *—Return of the number of toll-gates and toll-bars on the roads and streets within the limits of the Metropolis Turnpike Roads Commission, north of the Thames, existing on March 25th, 1832, 1842, and 1853, with total income and expenditure, and amount of unliquidated debt on March 25th of those years, and of 1855; names of Commissioners, etc., and exemptions from tolls. 1855 (477) xlix. 327.

- ***U.K. Govt.** Returns relating to the paving, cleaning, and lighting, etc., of each parish and extra-parochial place within the Metropolitan districts. 1855 (127) liii. 153.
- *—Copies of minutes of Commissioners, relative to the reduction of tolls in the ninth district of the Metropolis roads; account from 1850, showing the receipts and the expenditure, and the mileage of each district; and number of gates and bars within a radius of four miles from Charing Cross. 1856 (237) lviii. 317.
- *—Copy of Act to authorise the making certain roads, and stopping up certain lanes and footways between Kensington Gore and Brompton, in the county of Middlesex, and for otherwise facilitating the formation of a site for institutions connected with science and arts. 1856 (In 2065) xxiv. 577.
- *—Estimate for constructing a road through St. James's Park from Pall Mall to Buckingham Gate, and for a footbridge over the ornamental water. 1856 (In 223—VIII) xxxix. 689.
- *—Estimate of the cost of forming an entrance to St. James's Park from Pall Mall, to pass between St. James's Palace and the German Chapel, the gates next Pall Mall being left as at present. 1856. (276) xxxix. 695.
- *—Report from the Select Committee appointed to consider the expediency of removing the toll-gates on Metropolis turnpike roads; with the proceedings, minutes of evidence, appendix, and index. 1856 (333) xiv. 79.
- *—Report from the Select Committee on St. James's Park; together with the proceedings of the Committee, and minutes of evidence. 1856 (85) vii. 387.
- *—Report to the First Commissioner of Works by the architect, respecting Pimlico improvements. 1856 (193—I) lii. 99.
- *—Report respecting the Spitalfields Extension Line of Metropolitan Improvements [new street from Spitalfields to Shoreditch]. 1856 (193—II), lii. 109.
- *—Reports on the progress of works on the Thames Embankment, Chelsea Bridge, the new street from Lower Sloane to Chelsea Bridge, and Battersea Park, by Mr. Page and Mr. Pennethorne. 1856 (193) lii. 69.
- Law (H.)** A memoir on the several operations and the construction of the Thames Tunnel by Sir Isambard Brunel. Part I. 1857. 4to. 8775.f.
- ***London County Council.** Bye-law governing the formation of new streets. 1857. No. 28.
- ***U.K. Govt.** Bill to extend the time for enabling the Commissioners of H.M. Works to complete improvements in Pimlico, and in the neighbourhood of Buckingham Palace. 1857 (49, Sess. 2) iii. 419; amended by Select Committee, (110, Sess. 2) iii. 423.
- *—Report to the Treasury by the First Commissioner of Works, in relation to the state of the metropolitan improvements, viz., Battersea Park, Chelsea Bridge and Embankment, Pimlico Improvement, and Spitalfields new street, with correspondence. 1851 (130, 251, Sess. 2) xli. 137, 191.
- ***Toll Reform Association.** Toll reform: petition . . . with statement and opinions as to the metropolitan turnpikes. 1858. 8vo, pp. 36. 8228.e.1.(5).
- ***U.K. Govt.** Accounts of receipts and expenditure for 1856–57, of each district, dates of meetings of companies, statement of number of side-bars, total mileage of roads, and particulars as to the "Lyon" and other bequests, etc. [Metropolis roads]. 1858. (140) xlviii. 411.

- ***U.K. Govt.** Return of outlay on Battersea Park, Chelsea Bridge, and Chelsea Embankment, showing amount paid for purchase of land, quantity of land, amount expended on land, and received from sale of land, etc. 1858 (237) xlviii. 1.
- *—Return of the number of parishes in the district of the Metropolitan Board of Works which have the entire control of their roads, streets, and thoroughfares, and make and repair the same out of parish rates; also, parishes which have not such entire control, and are assisted by tolls, etc.; and mileage of roads, etc. 1858 (329) xlviii. 401.
- *—Return of turnpike trusts within six miles of Charing Cross, acts under which they exist, number of gates and bars, mileage of roads, number and names of surveyors and secretaries, salaries, etc. 1858 (364) xlviii. 393.
- Return from each vestry and district board elected under the Metropolitan Local Management Act, setting forth . . . rate in the £ levied for county police, poor . . . paving, lighting, and cleansing . . . and other charges. 1858 *et seq.*
- *1857–58 (149, 149–I) xlviii. 351, 389.
- *In 1859–60—1862 (32) xlvii. 349.
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- *—Bill to extend the provisions of the Metropolitan Police Act for the prevention of obstructions from advertisements in the highways of the metropolis. 1859 (102, Sess. 2) ii. 101.
- *—Bill to restrict the erection of permanent structures in the carriage-ways of the metropolis. 1859 (43, Sess. 2) ii. 47.
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- *—Act 27 and 28 Vict., c. 61.
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- *—**Act for making effectual the statute labour in the county of Renfrew, and for levying conversion money in lieu of labour in certain cases, and for otherwise regulating, making, and repairing high roads and bridges in the said county. 1792. 32 Geo. III, c. 68.
- *—**Act for making effectual the statute labour, and for levying conversion money in lieu of labour in certain cases, and for otherwise regulating, making, and repairing high roads and bridges in the county of Caithness. 1793. 36 Geo. III, c. 120.
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- *—**Act to continue and extend an act of 29 Geo. III, for repairing the roads in the county of Forfar, and for regulating the statute labour within the same; and for repairing several other roads in the said county, and for building a bridge over the river South Esk, near Finhaven. 1794. 34 Geo. III, c. 100.

- ***U.K. Govt.** Act for regulating and converting the statute labour in the county of Fife, and for more effectually making and repairing the highways within the said county. 1797. 37 Geo. III, c. 52.
- *—Bill for granting to His Majesty the sum of £20,000, to be issued and applied towards making roads and building bridges in the Highlands of Scotland; and for enabling the proprietors of land in Scotland to charge their estates with a proportion of the expense of making and keeping in repair roads and bridges in the Highlands of Scotland. 1803 (117) i. 535.
- *—Act 43 Geo. III, c. 80.
- *—Mr. Telford's survey and report on the coasts and central Highlands of Scotland. 1803 (45) iv. 1.
- *—Reports of commissioners under Act 43 Geo. III, for making roads and bridges in the Highlands. 1804-21.
- *1st—1803-4 (108) v. 715.
- *2nd—1805 (176) iii. 271.
- *3rd—1807 (100) iii. 231.
- *4th—1809 (167) iv. 1.
- *5th—1810-11 (112) iv. 393.
- *6th—1812-13 (110) v. 1.
- *7th—1814-15 (205) iii. 427.
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- Telford (Thomas)** Report and estimates relative to a proposed road in Scotland from Kyle-Rhea in Inverness-shire to Killin in Perthshire by Rannoch Moor. 1810. 8vo. 10347.d.10.(1).
- ***U.K. Govt.** Bill for maintaining and keeping in repair roads made and bridges built in Scotland, under the authority of the Parliamentary Commissioners for Highland Roads and Bridges. 1810 (257) i. 395.
- *—Act 50 Geo. III, c. 43.
- *—Bill to prevent damage to bridges in Scotland from the floating of timber. 1813 (223) ii. 827.
- *—Act 53 Geo. III, c. 117.
- *—Bill to repeal the exemption from toll granted for carriages with more than two wheels, carrying the mail in Scotland; and for granting a rate of postage as an indemnity for the loss to the revenue of the Post Office from payment of such tolls. 1813 (216) ii. 823.
- *—Act 53 Geo. III, c. 68.
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- *—Act 54 Geo. III, c. 104.
- Estimate of the sum that may be wanted towards making roads and building bridges in the Highlands of Scotland. 1814-18.
- *1813-14 (39) xi. 173.
- *1814-15 (154) ix. 192.
- *1816 (238) xii. 280.
- *1817 (279) xiii. 273.
- *1818 (68) xiii. 242.
- *—Statement of the origin and extent of roads and bridges in the Highlands. 1814 (63) iii. 401.

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*2nd (in 8th report)—1816 (202) viii. 49.

*3rd (In 9th report)—1817 (110) ix. 48.

*4th—1818 (148) x. 53.

*5th—1819 (147) xi. 49.

*6th—1820 (19) vii. 45.

*7th (In 9th report on Highland Roads and Bridges)—1821 (432) x. 107.

*8th—1822 (120) viii. 363.

*9th—1823 (112) x. 1.

*10th—1824 (167) ix. 257.

*11th—1825 (150) xv. 29.

*12th—1826 (209) xi. 59.

*13th—1826-27 (208) vii. 107.

*14th—1828 (175) ix. 277.

*15th—1829 (114) v. 135.

*16th—1830 (181) xv. 87.

*17th—1830-31 (286) iv. 379.

*18th—1831-32 (345) xxiii. 521.

*19th—1833 (114) xvii. 405.

*20th—1834 (164) xl. 165.

*21st—1835 (91) xxxvi. 227.

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*24th—1837-38 (235) xxxv. 75.

*25th—1839 (128) xx. 383.

*26th—1840 (172) xxviii. 431.

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*28th—1842 (128) xxv. 177.

*29th—1843 (117) xxix. 353.

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*33rd—1847 (210) xxxiii. 289.

*34th—1847-48 (182) xxxvii. 167.

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*37th—1851 (141) xxix. 85.

*38th—1852 (193) xviii. 485.

*39th—1852-53 (274) xl. 629.

*40th—1854 (133) xix. 499.

*41st—1854-55 (337) xv. 481.

*42nd—1856 (113) xviii. 435.

*43rd—1857 (156, Sess. 1) iv. 1.

*44th—1857-58 (148) xxxii. 317.

*45th—1859 (152, Sess. 1) xiii. 1.

*46th—1860 (165) xxxiv. 573.

*47th—1861 (122) xxxiii. 19.

*48th—1862 (127) xxviii. 339.

*49th—1863 (128) xxvi. 345.

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- *—Act for maintaining in repair the military and Parliamentary roads and bridges in the Highlands of Scotland, and also certain ferry-piers and shipping-quays erected by the Commissioners for Highland Roads and Bridges. 1823. 4 Geo. IV, c. 56.
- *—Act to rectify a mistake in an Act intituled "An Act for making and maintaining certain roads and bridges in the counties of Lanark and Dumbarton," in so far as relates to the application of certain Exchequer bills therein mentioned. 1823. 4 Geo. IV, c. 10.
- *—Bill for the regulation of turnpike roads in Scotland. 1823 (221, 384) iii. 177, 231.
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- *—Bill to extend the powers of an Act for maintaining in repair the military and Parliamentary roads and bridges in the Highlands of Scotland; and ferry-piers and shipping-quays erected by the Commissioners for Highland Roads and Bridges; and for other purposes. 1824 (207) ii. 683.
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- *—Report on Girvan and Stranraer roads. 1824 (428) vii. 151.
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- *—Bill to render more effectual an Act of 2 Will. IV, as regards heirs of entail in possession to burden their estates for making turnpike-roads in Scotland. 1836 (154) vi. 421.
- *—Rents of all turnpike gates in each county in Scotland, 1832–35. 1836 (514) xlvii. 273.
- *—Report from the Select Committee on Statute Labour in Scotland, with minutes of evidence and appendix. 1836 (430) xviii. 397.
- *—Returns of the sums levied and expended in lieu of statute labour in the different counties in Scotland. 1836 (In 430, Appx.) xviii. 492–575.
- *—Statement regarding the Statute Labour Acts relating to Scotland. 1836 (In 430, Appx.) xviii. 467.
- *—Names of Commissioners of Highland roads and bridges; dates of appointment; places of usual residence; similar return of officers, meeting of Commissioners, attendance, etc. 1842 (396) xxvi. 479.
- *—Copy of report of Mark Napier, Esq., advocate depute, relative to the recent disturbances in Caithness connected with the Statute Labour assessments upon the inhabitants of that county. 1844 (466) xlii. 695.

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*—Bill intituled an act to prevent tacksmen of tolls or other persons being licenced to sell wine, ale, or spirituous liquors at any toll-bar in Scotland. 1846 (95) iv. 483.

*—Bill to alter the mode of assessing the funds leviable in the County of Inverness for making and maintaining certain roads and bridges and other works in the Highlands of Scotland. 1848 (410, 485) iii. 1, 7.

*—Act 11 and 12 Vict., c. 40.

*—Bill for requiring the transmission of the annual abstracts and statements of trustees of turnpike roads in Scotland to the Secretary of State, to be laid before Parliament. 1849 (256) i. 7.

*—Act 12 and 13 Vict., c. 31.

*—Abstract of return of the name of each statute labour trust in Scotland; of the districts into which it is divided, and the length of road in each district, amount of annual revenue derived from composition in lieu of statute labour; value of labour from statute services during the years 1843 to 1847 inclusive; expenditure in repair of the roads, and number of meetings of trustees in the same period. 1850 (303) xlix. 145.

*—Bill to make more effectual provision for regulating the police of towns and populous places in Scotland, and for paving, draining, cleansing, lighting, and improving the same. 1850 (126, 307, 325, 349) vi. 15, 141, 271, 403.

*—Return of the names of all turnpike roads and bridge trusts in Scotland; length of road in each trust; amount of debts owing in each of the years 1843 to 1847 inclusive; amount of revenue and expenditure in each of the said years; number of persons employed, and number of trustees, and number of meetings of trustees held in each of the said years. 1850 (568) xlix. 197.

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 *—Bill for rebuilding the bridge over the River Ness, at the town of Inverness, and improving the approaches thereto; and for amending the acts relating to Highland roads and bridges. 1851 (278) iii. 593.
 *—Act 14 and 15 Vict., c. 66.
 *—Return from turnpike and bridge trusts in Scotland, stating the title and date of each existing local act, the dates when they will severally expire, and the length of road belonging to each trust. 1852 (285) xlv. 513.
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 *1854—1854 (in 433) xl. 702.
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 *—Bill to extend the provisions of an Act of 14 and 15 Vict. for rebuilding the bridge over the River Ness, at Inverness. 1855 (238) iii. 331.
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 *—Estimate of the sum required to be voted in the year 1855, ending 31st March, 1856, as a grant towards the completion of the bridge at Inverness. 1855 (In 140-VII) xxxi. 663.
 —Monies received and expended under Act 59 Geo. III, c. 135, for the maintaining and keeping in repair certain roads and bridges made in Scotland.
 *1854—1855 (in 337) xv. 491.
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 *—Statement of the Inverness bridge account. 1855 (In 337) xv. 497.
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 *—Sums advanced for the repair of roads and bridges in the Highlands of Scotland, originally made by the Commissioners under the Act 43 Geo. III, c. 80. 1855 (In 337) xv. 499.
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 *—Sums expended in maintaining in repair the roads in the County of Caithness, which were surrendered to the charge of the Commissioners in 1838; and also in payment of the proportion chargeable against the County of Caithness of the expense of management paid within the period of this account. 1855 (In 337) xv. 509.
 *—Correspondence relating to a road through Holyrood Park, 1856 (213) lix. 465.

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- *—Return showing the length, etc., of roads and streets within each Parliamentary burgh in Scotland, and amount of statute labour assessment in each County in Scotland. 1858 (244) lii. 681.
- *—Return of the number of miles of roads in each county of Scotland, both turnpike and commutation; cost per mile of each class of road, etc. 1859 (8 Sess. 1) xxiii. 439.
- *—Bill to levy an assessment in the County of Inverness to discharge a debt on the Castle Stewart and Nairn Road, in the said county. 1860 (93) iii. 625.
- *—Act 23 and 24 Vict., c. 37.
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- *—Bill to provide for the transfer of the management of the statute labour roads and bridges within burghs in Scotland to the municipal authorities. 1862 (199) v. 155.
- *—Bill to transfer the roads and bridges under the management of the Commissioners of Highland Roads and Bridges to the several counties in which the same are situate, and to provide for other matters relating thereto. 1862 (191) ii. 207; amended in Committee (214) ii. 223; Lords' amendments (249) ii. 241.
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- Return of the turnpike trusts in Scotland, showing the names of each, the short title and date of local act; the date at which such act expired or will expire; and whether such act is continued by the Turnpike Trusts Continuance Act; also, return relating to all roads and bridges in Scotland for the year ending Whit-Sunday, 1872, showing the income, expenditure, and debts. 1873 (384) lviii. 619.
- *—Bill to alter and amend the law in regard to the management and maintenance of roads and bridges in Scotland. 1876 (118) vi. 449.
- Return from the turnpike road trusts of the counties of Renfrew and Lanark, and of the other counties in Scotland in which the roads are maintained by tolls under turnpike trusts; of the annual revenue and expenditure of the several trusts for the five years ending 31st May, 1875. 1876 (346) lxv. 505.
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